Some of the important specific measures that have been taken over the years in this direction are:—

* Switching over from a wooden body coach to an all metal construction.

* Adoption of relevant portions of Europeon Railway fire protection and fire fighting standards (UIC-564II) and IS specifications for flammability and fire retardance properties of various material utilized in manufacture of Indian Railway Coaches.

* Adoption of naval Specification (NCD 1409, 1410 and 1411) and FAR (Airline Safety) specification for toxicity and smoke level emission for upholstery, fabric and curtains.

Notices are also displayed prominently in all coaches prohibiting passengers from carrying any inflammable or explosive materials.

(b) Carrying of inflammable articles and unauthorized hawking is strictly prohibited in station premises/trains as per provisions of law and no person carrying such articles is allowed. Regular checks and drives are conducted by the Railway staff in trains against those persons who carry inflammable and prohibited articles unauthorizedly, and action is taken against them as provided in law.

(c) Fire extinguishers are provided in all types of rolling stock, which are continuously manned by Railway personnel, such as train engine, guard compartment, pantry car and air-conditioned coaches. Fire extinguishers are not provided in other unmanned coaches as safe keeping of these costly items cannot be ensured.

MMTS in Hyderabad

2200. DR. C. NARAYANA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) by when the Multi Model Transport System (MMTS) will be launched in Hyderabad;

(b) whether Railways propose to introduce MMTS in other cities; and

(c) if so, tne details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Multi Modal Transport System (MMTS) on Secunderabad-Hyderabad-Lingampalli section is scheduled to be launched on 9th August 2003 except at two stations-Necklace Road and Lakdi-ka-pul.

(b) and (c) The Survey for introduction of Inter-modal Transport System in Bangalore has been done. The Survey report is being examined at various levels by the Government of Karnataka and the Railways. The final decision for inclusion of the project depends upon its viability, availability of resources and concurrence of the State Government to share the cost of the project & other clearances as required.

Increasing incidents of negligence and sabotage in Railways

†2201. SHRI MOTILAL VORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the number of incidents of negligence and sabotage have increased after the year 1999-2000;

(b) whether it is also a fact that the RPF can not take any legal action due to existing laws and it hands over the said cases to GRP; and

(c) If so, the steps being taken by Government to remove the anomaly in the existing laws and to make the RPF more responsible towards the public?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. The number of incidents of sabotage has not increased after 1999-2000 except in 2002-2003 where an increase is noticed as compared to 2001-2002 and 2000-2001.

†Original notice of the question was received in Hindi.